1: Kolarz J-4 (no date) 1954 RR1 Siberia RR 1

PREFACE

This book, though self-contained, is the continuation of *Russia and her Colonies*. It deals with Russian colonization and Soviet nationalities (colonial) policy in a vast territory which I have described, for lack of a better term, as the 'Soviet Far East'. From the official Soviet point of view, the Soviet Far East comprises all territories of the U.S.S.R. situated to the east of Lake Baikal. It covers the Autonomous Republics of Yakutia and Buryat-Mongolia as well as the whole expansive Pacific coastal areas of the Soviet Union reaching from the Bering Straits down to Vladivostok. On the whole, I have accepted this official definition of the 'Soviet Far East' but I have added to it the Mongol People's Republic, the former People's Republic of Tuva, and a number of small nationalities which are closely connected with the latter.

Few foreigners have visited the Soviet Far Eastern territories during the last fifteen or twenty years and most of these few were not exactly 'visitors' but were inmates of Far Eastern forced labour camps. Some of them, like Mrs. Elinor Lipper, have written moving and revealing accounts of their experience, but naturally they could not deal with the problems of Soviet colonial policy in the Far East except in a few casual though valuable remarks. The only group of foreigners given a chance to travel extensively as tourists in the Soviet Far East and to visit even such normally prohibited places as Magadan and Irkutsk consisted of the former United States Vice-President, Henry Wallace and his entourage. The Wallace trip took place under the close supervision of the Soviet Police Ministry. This fact alone made it impossible for Mr. Wallace and the members of his mission to get access to the more essential relevant material on Soviet colonial policy in the Far East.

The isolation of the Soviet Far East from the outside world was completed in the second half of 1948. In August of that year the only Western diplomatic representation in the whole of Soviet Asia, the American Consulate-General in Vladivostok, was closed down at the request of the Soviet authorities. On September 30th, 1948, the Soviet Ministry of Foreign Affairs issued a circular which listed as forbidden areas practically all administrative units of the Far East from Irkutsk to Vladivostok.

/9/ A. GENERAL SECTION

/10/ /blank/

/11/ THE NATURAL CONDITIONS

Significance, Location, and Size

Soviet Far East: Bracketed under this name are all the Soviet 131
Russian eastern regions, whose waters empty into the Pacific Ocean, which lie predominantly under the climatic influence of the Pacific, and which morphologically have a certain demarcation from the other parts of the Soviet Union through high mountain ridges. It is the entire Pacific coastal area from Vladivostok in the south to the Artic expanses of the Chukchi Peninsula in the north. Soviet Russian science also comprises in its term "Dal'niy Vostok," /Far East/ the same region circumscribed here, and accordingly follows the major division of Asia drawn up by Carl Ritter and Ferdinand Freiherr von Richthofen. According to this division, the entire peripheral eastern slope of the continent is designated as "East Asia." The hinterland of the coastal border belongs to the Far Eastern region insofar as its waters empty into the Pacific Ocean, and the natural demarcation is clear. However, in this work Lake Baykal is set as the western border, and a few words are necessary justify this. Transbaykal, which lies between Lake Baykal on the west and the Argun, the right source river of the Amur, does not comply fully with the above prerequisites. It has a transition position; for, it belongs only partly to the river area of the Amur and partly to that of the Yenisey and the Lena. It also doesn't fit into the Russian concept of "Dal'niy Vostok," here it should not be brought into the concept of the real Far Eastern regions either. However, the transportation and economic connections of Transbaykal are linked much more with the east than with the west; it is linked specifically with the Far East in the broadest sense. One could try to designate Transbaykal directly as the platform of the position of the Soviet Union in East Asia. Here begins the Amur, which has pointed the way to the east for the Russians and which the Russians have followed with a land route and a railroad. Transbaykal is further the starting point both for traffic lines laid by the Russians through Manchuria to the Pacific and also for old historical routes

● 131 through Mongolia to China, routes which are no less important at present. For these reasons the inclusion of Transbaykal in the comprehensive overall concept of the "Soviet Far East" seems not only justified but even necessary for better understanding of how things fit together.

/12/ Through the Far Eastern regions the Soviet Union has a continental coast on the Pacific, which is more than 10,000 kilometers long, and through this she has become an important neighbor /Anlieger/. The outcome of World War II has brought the Soviet Union into possession of southern Sakhalin and the Kurils. With this the Japanese protective chain of the Kuril was eliminated, and the Sea of Okhotsk, with an area of 1,530,000 square kilometers, became for all practical purposes an internal sea of the Soviet Union; and it is now even officially regarded as belonging to the national sphere of the USSR. This pressure of Soviet power toward the Pacific Ocean has resulted in broader prospects of naval development for the Soviet Union than in the past, since the naval development had had to be limited to the continental coast. In this connection, Sakhalin Island, pointing [312] toward the Japanese island empire and separated from Hokkaido only by La Perouse Way, scarcely 50 kilometers wide, deserves special attention since, through a dam completed in 1952, it has been linked to the continent and for all practical purposes has become a part of the continent. With the southwest side of Sakhalin and the Maritime Krai, the Soviet Union now lies also on the Sea of Japan. Through her large section on the coast and through her possession of the islands extending in front of the coast, the Soviet Union has the prerequisites, not everywhere favorable but still sufficient, for developing into a Pacific sea power. Even though the Russians, being a continental people, have in the past always given preference to land routes, there are still numerous indications that the sea also is not foreign to them. If the Soviet Union still today does not take the corresponding position, that does not mean that it must always remain so. Pretensions to such a position have very probably been proclaimed in the intensive building up of the various harbors for military and trade purposes.

The greatest importance of the Far Eastern region for the Soviet Union lies in the fact that it guarantees access to the open sea to this strong continental power. Although the usefulness of the individual ports on the ocean within the Soviet Union's national territory is impaired and their importance reduced by unfavorable natural conditions, these ports exist, and their shortcomings have become a

principal motive for building them up individually, for broadening the general access to the sea, and for forming better and easier access through new routes, whether or not these routes lie through the Soviet Union's own territory. Probably in no country in the world has the natural striving toward the sea come out so clearly in history as in Russia, where the strivings have been toward the east to the shores of the Pacific Ocean. This was first reached in 1649 on the Sea of Okhotsk. Okhotsk formed the first point of departure for undertakings along the coast and on the sea. However, the long, difficult route from the hinterland and the harsh climate caused the Russians to go further to the south in their search. New hopes were awakened in them by the discovery of the great Amur River at whose mouth they /13/ expected to find a favorable exit to the sea. But soon they learned that here, too, the goal had not been attained. Their view shifted searchingly further along the coast to the south, to regions more favorable climatically. They discovered a suitable natural bay, which, in their exaggerated hopes, they designated as the eastern "Golden Horn." Vladivostok came into existence. But here, too, ice blocks the entrance for three months, and the entrance can be kept free only laboriously with the help of strong ice breakers. In the groping search for a favorable harbor the Russians later came to the Liaotung Peninsula where in Dalny' /Dairen/, the "Distant," another good natural harbor was found and made secure by the neighboring naval harbor, Port Arthur. The Russians were little disturbed that the two last-named harbors lay in foreign territory. An agreement with China was soon reached, and after a short time railroad tracks led from Transbaykal right through the middle of Manchuria to Vladivostok and to Dalny', which the Japanese later renamed Dairen. But even here development in the striving for a connection with the outer world does not appear to have been concluded. Already a railroad line stretches from Ulan-Ude in Outer Mongolia to Ulan Bator. Only a stretch of around 800 kilometers, which even now can be traveled by trucks the entire year, is still to be built, and with this the railroad track in Kalgan will be connected with the railroad line which leads via Peking to the harbor of Tientsin. In this fashion a new, additional exit to the sea would be attained. The prerequisite for this development, of course, is that the neighboring states, in this case Outer Mongolia and China, don't put up any resistance to these strivings and find themselves in political-economic harmony with the great continental power in the north.

• 131 The pivot of this circle in its movement from north to south, from the mouth of the Amur to Tientsin, lies in Transbaykal, from which radiate the main traffic lines in these directions. The radius of this circle has currently been shortened by the airline from 2,250 kilometers to around 1,600 kilometers.

If Transbaykal thus represents the point of departure for the power position of the Soviet Union, this region's large share in the total area of the Far East constitutes a foundation; for through this region the Soviet Union has also become an East Asian land power, which is undoubtedly very conscious of its position as such. The fact that Manchuria is surrounded /by Russia/ on the northwest, north, and east and the fact that the railroad lines to Vladivostok and Dalny' /Dairen/ run through Manchuria brought this Chinese region under the economic influence of the Russians even in Czarist times. When as a result of the outcome of World War II the Russians won back the positions in Manchuria which they lost from 1903 to 1940, the Russians were again in possession of or had the use of the main railroad lines in Manchuria and the harbors in /14/ southern Manchuria. This means for the Soviet Union again an extension of her economic sphere of influence, which at least equals that of the Czarist empire at the time of its greatest power, and even far exceeds this if consideration is taken of the political events and proceedings of the last few years in East Asia.

185 311 In this the strength of the Soviet Russian position in East Asia depends essentially on the development of her own Far Eastern regions. The present state of colonization and the economy both in Transbaykal and in the real Far Eastern regions shows that these are only at the beginning of their development. Up to now only a small percentage of the land suitable for agriculture has been brought under cultivation, and the exploitation of the natural resources has begun only in small areas. However, the progress which has been made in these spheres even during the Soviet regime reveals that this regime is determined to continue to give the necessary stress and upsurge to the favorable beginnings. The preferred, planned colonization shows this; and the tendency apparent in recent years to lead stronger forces into the industrial sector also indicates that the Soviet Union has the intention of creating in these regions a balanced economy in which all natural resources are given equal recognition. The planned economy of the Soviet Union, which intends to give as self-sufficient as possible a position to all the large economic areas, is especially

clearly manifest here; indeed, the distance and the remoteness of this region from the economic centers of the total union even force them to pursue this policy. In this, a role is not only played by the basic thought of populating these remote but well-situated regions, but also of making them as self-sufficient and strong economically as possible. The opportunities which are given the Soviet Union here cannot be estimated. They are great; only time is required to exploit them.

In connection with the above statement the unique position which the Far Eastern transportation network occupies within the Soviet Union as a whole, deserves to be brought out. A look at the map shows that the entire, complicated railroad network in the western part of the Soviet Union comes together into a single railroad line as it heads toward the Far East. This crosses the Yenisey at Krasnoyarsk and runs as far as Ulan-Ude in Transbaykal. Only here does it begin to split up and to develop into a transportation network, insofar as one can speak of such a thing in the Far East. On this single railroad line, which does, however, have two tracks, depends the entire connection of Transbaykal and the Far Eastern region with the rest of the Soviet Union. Even the completion of the Baykal-Amur line does not eliminate the bottleneck at Krasnoyarsk, and accordingly /15/, a certain self-sufficiency is the result of the development of the railroad network in the Far East.

Transbaykal and the Far Eastern region represent the extreme border position of the Soviet Union in East Asia. As remote border regions, they are really the Far East for the European part of Russia. One sees the sun rise and set eight times before one, coming from Leningrad in the Siberian Express, reaches Chita, the capital of Transbaykal, and another day and a half passes before one arrives in Vladivostok. More than 8,000 kilometers by air lie between the western and eastern borders of the Soviet Union. Chita is 6,236 kilometers by railroad from Moscow; Vladivostok is 9,333 kilometers from Moscow via Khabarovsk, and still 8,312 kilometers via the north Manchurian line by direct route.

But even within the Soviet Far East, a distance which seems extraordinary to the European has to be covered to travel from one end to the other. There are around 2,500 kilometers between the southwestern tip of Lake Baykal and the mouth of the Amur, and the airline from Pos'yet Bay, southwest of Vladivostok, to Cape Dezhnev on the Bering Strait is almost 5,000 kilometers long. Sakhalin Island

●131 from north to south is almost 1,000 kilometers long, and Kamchatka Peninsula stretches around 1,600 kilometers into the sea from the mainland. These few facts may be enough to give some notion of the vast distances and also the size of the land. The land covers 3,850,000 square kilometers. That is more than fifteen times the size of Great Britain and Northern Ireland or seventeen times the area of France. But this vast area is in European terms practically empty of
161 people; for in one square kilometer taken as the general mean, there
311 are only 1.6 persons--even if estimated population of 6.3 million in 1950 is taken as a basis. That is extraordinarily sparsely settled. However, in order not to give any false notions, it must at the same time be noted that the actual distribution of people is entirely different. In the southern parts there are regions which are much more thickly settled, while in the vast areas away from the transportation lines, especially throughout the north, in areas of many square kilometers only one person is to be found.

The southern regions--Transbaykal, Amur Oblast, Maritime Krai, the greater part of Kamchatka, and also Sakhalin--are completely suitable for accepting people, even though the harsh climate brings certain hardships. But the Russians are more accustomed to bearing such conditions and better suited for overcoming them than any other European people. Thus Transbaykal and the real Far Eastern regions of the Soviet Union offer settlement opportunities with good prospects for the excess population in other /16/ sections. The population has continuously and considerably increased through immigration:

1911	1,723,754
1926	2,304,000
1939	4,039,000
1950	6,300,000

631 The administrative division corresponds approximately with
161 the natural provinces named in the concept "Soviet Far East" although the borders do not coincide exactly. However, in order to be able to use figures and statistics, it is necessary for practical reasons to make the administrative regions equivalent to the provinces. Unfortunately exact data for this purpose are available only for the time of the last census on January 17, 1929. These data give the following figures for the Soviet Far East: /Table on Following page/

7 [i.e. The Soviet Far East — Analyst]

strong inclination to marshiness are distinguishing marks for this area. 132
The Sikhote-Alin' stretching parallel to the coast keeps back the 137
coolness and also the fog from the sea and allows the sun to have a
stronger effect. Everywhere the more southerly position makes it-
self apparent. In the forests of Sikhote-Alin' deciduous trees appear
more and more in the foreground, increasing toward the south, until
finally, in magnificent specimens, they form the sole type of tree.
In the cultivated zone, too, which stretches along the entire lowlands, 311
typically Manchurian-Chinese plants become noticeable in increasing [241]
measure toward the south. Kaoliang and other millet, soya beans,
and rice appear noticeably on the scene. There is a change in the 162
population, too. In the northern part of the lowlands, as far as Khanka
Lake, Russians and Ukranians predominate; in the extreme south,
Chinese and Koreans are in the majority. The Ussuri-Khanka low-
land is relatively thickly settled, the Sikhote-Alin' itself, on the [316]
contrary, is in large areas as good as uninhabited, except for some
mining areas in the south, where /31/ coal primarily is mined.
Native Tungus traverse the Sikhote-Alin' in smaller numbers than in
the old days, and in addition there are Russian hunters and Chinese
collectors, who are looking for secret, legendary plants.

Sakhalin Island stretches over 950 kilometers in a meridional 131
direction. The southern part is traversed by two parallel mountain
ridges, which are separated from one another by a relatively wide
depression. The eastern mountain chain is shorter but higher, and
its peak of 2,013 meters is the highest elevation on the island. To-
ward the north the mountain ridges flatten out and give way to a
hilly plain. The cool, foggy air masses blow unhampered over the
land here, while in the south a difference in climate is caused by
the mountain chains. The eastern slopes are cool, rainy and un-
friendly, while the western side appears somewhat milder. The
southern parts of the island, which were Japanese from 1905 to 1945
and only now have again become Russian , are generally more favor-
able. In terms of its landscape, Sakhalin can be designated a damp,
cool, forested mountain country, but in numerous places treeless
moss steppes appear, which recall the tundras of the north. Once
feared as a Russian prisoners' colony, Sakhalin is advancing economical-
ly more and more because of its petroleum and coal resources.

The Okhotsk coastal area begins at the Uda Bay and encom- 133
passes, in a narrow coastal strip, the Sea of Okhotsk as far as Penzhina
Bay in the extreme northeast. In the western part, which stretches

climate and then also to the great masses of water which flow together here in the Amur, Sungari, and Ussuri. With the relatively low position of the plain these great masses of water permit the ground water to rise very high to the water level of the rivers. The swampiness is also fostered by the old sea deposits lying in the ground of the plain. These sea deposits mostly form a solid, impermeable layer of loam. In addition there is a further difference, which lies in the state of development of the landscape. In contrast to the thickly settled, cultivated landscape of the Zeya-Bureya plain, the Amur plain is occupied only in its southern part and here, too, only in strips--along the railroad and along the Amur. The largest part, especially the area below Khabarovsk, is only sporadically occupied by settlements, which here completely disappear in the vast natural landscape.

After the break through in the Bureya Mountain Range, where the Amur is in places compressed to a width of almost 500 meters, the river expands to a true lowland stream. The banks become low and move back, numerous islands, often of great length, occur and divide the river into very many arms. Normal widths of 2 to 5 kilometers are no longer a rarity. The Sungari, which the Amur takes in here from the right, comes far from the south of Manchuria and brings warmer water to the Amur; accordingly, the Amur below the mouth of the Sungari becomes free of ice earlier and also remains open longer. Forty-five kilometers above Khabarovsk and the real mouth of the Amur, the Amur receives the Kasakevichevsk River, the first arm of the Ussuri coming from the south.

The Khabarovsk plain spreads out opposite the mouth of the Sungari and the Ussuri. Thick layers of loam form the base here and, through their impermeability, cause the area's great inclination toward swampiness. As a consequence of this, the areas near the rivers are the least suitable for agriculture, which occurs first on the somewhat higher, better-drained land. In contrast to the Zeya-Bureya plain, therefore, vast areas here remain swampy meadow steppes in their natural state and are used as meadows or hay fields. However, dry ridges and mountain groups also appear in the middle of the Khabarovsk plain. These ridges and mountain groups consists of Paleozoic layers (carbon) and are covered with forests. Their absolute height often reaches 500 meters.

The entire area within the arc of the Amur from Pashkovo to the mouth of the Ussuri belong to the Jewish Autonomous Oblast. Northern border runs north of the railroad line. The oblast covers 36,800 square

634 kilometers, and its population numbers /255/ 108,400 (1939), of which
•131 approximately half are Jews. This region is drained by the Bira, whose upper valley is also used by the railroad, and by the Bidzhan. Both of these rivers run through broad valley meadows, which are covered with cultivated fields. From the two rivers the region has also received the
361 name of "Birobidzhan," which is often used. The capital of this oblast also bears the name of "Birobidzhan." Lying on the railroad at the point where the railroad leaves the Bira, this city has around 30,000
[294] inhabitants (1939). Worthy of note is a large clothing and knitted goods factory, which is the sole large installation of this type in the entire
135 Far Eastern region. The western part of the oblast, which has already been mentioned in the discussion of the Bureya Highland, is rich in the most varied natural resources, of which the coal deposits of Bira and the iron ore of Kimkan are supposed to become the basis for the establish-
241 ment of a local heavy industry. The Jews are in all occupations, even in agriculture. In the large section of the west the cultivation of wheat and soybeans predominates; in the smaller eastern section, which is in-
234 fluenced by the nearness of the large city of Khabarovsk, the cultivation of potatoes and vegetables and the breeding of dairy livestock predominate.

361 Khabarovsk, which lies below the mouth of the Ussuri on the right side of the Amur, is the administrative and economic center of the entire Amur region. Its favorable location, in terms of transportation, in the center of a mighty river system and at the end of the Amur and Ussuri Railroad has permitted the city to grow very quickly into a large
[161] city. Having a population of only 52,045 in 1926, Khabarovsk almost quadrupled its population by 1929 when it had 199,364 inhabitants, and today its population has probably exceeded 300,000. This rapid
[39] growth in population goes back above all to the expansion and construction of industrial plants. In the foreground is machine construction, especially the construction of machinery for agricultural purposes, the processing of metal and of wood, and a food industry which is brought together in large plants. As the center of the Amur shipping, Khabarovsk has
[382] a shipyard in which coastal vessels are also built. A modern cracking installation has been added to the older oil refinery in order to process
[508] the oil from Sakhalin. Khabarovsk is the center of all air traffic in the Far East. Several airports are available, and, in addition, there
[241] are plants for the construction of airplanes and automobiles. In the wide surroundings of the city there has developed an agricultural economy which is typical of areas near cities and in which the cultivation of vegetables and the breeding of dairy livestock predominate.

these the wood industry should be mentioned in first place. It is concentrated above all in Shkotovo (approximately 10,000 inhabitants) and Tigrovka (approximately 5,000 inhabitants), both of which lie on the railroad line to Suchan. The wood industry is also concentrated in Okeanskaya (approximately 2,300 /277/ inhabitants) to the north of Vladivostok, where a large wood factory delivers veneer wood for export.

The industry in Vladivostok, like industry generally in the southern Ussuri country, is based on coal, which is on hand here in rich measure. Besides the various smaller coal mining localities, Artem and Suchan should be mentioned here as the principal localities producing coal. Already by 1938 the coal mined in Artem exceeded that mined in Suchan by threefold, and since then coal mining in Artem has been very much further increased. To Artem belong also the two coal districts, Ugol'naya and Trudovaya. The new railroad line, which leads along the western coast of the Bay of Peter the Great to Pos'yet and Kraskino, connects the most important coastal localities, which above all pursue the catching of fish. In the same region there are some sovkhoz for breeding stags at Peschanaya, in Krabbe, and on the Gamova Peninsula.

Sakhalin Island

Sakhalin came to Russia through the treaties of Aigun (1858) and of Peking (1860). However, until 1871 Russia had to share possession of the island with Japan, which in early times had already erected numerous factories in the southern part of the island. Through the unhappy Russo-Japanese War, Russia lost the southern half of the island to Japan. The fiftieth latitude was determined as the boundary line. The outcome of World War II brought the Soviet Union again in possession of the entire island.

Sakhalin covers 80,000 square kilometers and stretches from north to south in an almost meridional direction for about 1,000 kilometers. Once feared as a prisoners' colony of the Czarist empire, the island is notorious for its raw climate. The famous Russian writer A. Chekhov writes, "Sakhalin has no climate at all; the weather is eternally bad and gloomy." The island owes this unhappy reputation to the influence of the cool Sea of Okhotsk, to which the bulk of the island is fully given over. The greatest part of the island is covered with thick forests, which recall the taiga of Siberia. Along the coast

115 a survey of the development and buildup of the Magadan-Kolyma area with
121 the intention of serving as an introduction to subsequent reports on current activities in the Kolyma region.

2) Physical Features of Kolyma: Kolyma is that region in the
[134 northeastern part of Siberia, named for the Kolyma River; the boundaries
631 have never been made public, but it is generally considered correct to state that the entire administrative entity is bordered on the north by the Arctic Ocean, on the east by the Sea of Okhotsk, and on the south and west by the impenetrable forests of the taiga. In the early 1930's the territory consisted only of the districts of the gold fields on the upper Kolyma and the highway which was being constructed to connect the gold fields with the coast of the Sea of Okhotsk (Magadan-Srednikan-Seimchan Highway). With the passage of time other areas were added to the territory; some claim that at present the entire region encompasses not only the Kolyma area and that part bordering on the Sea of Okhotsk but also the regions along the Yana and Indigirka Rivers in addition to the whole of the Chukotsk region and Kamchatka.

Another estimate of the geographical boundaries of the territory claims that the entire Soviet Far East is under the jurisdiction of Khabarovsk Krai (a "krai" is a political subdivision), which in turn contains the following component parts: The Jewish Autonomous Oblast, Lower Amur Oblast, and Kamchatka Oblast (This last Oblast is claimed to comprise Chukchi and Koryak national okrugs; in addition, there are supposedly two distinct areas of oblast size within the Krai: One centered at Khabarovsk and the other at Magadan in the Kolyma territory, in which the constituent rayons come under the direct jurisdiction of the Khabarovsk Krai administration.

625 Be that as it may, there is ample evidence to support the contention
631 that neither of the two above cited political divisions are tech-
471 nically correct; due to the establishment of Dalstroy (Far Eastern Construction Administration) in 1931-1932, it may be stated with considerable justification that the jurisdiction of Dalstroy extends over all northeast Siberia at the present time, taking in all the land east of the Lena River and north of the River Aldan. If this is the case, the total area is approximately six times that of metropolitan France or some 1,400,000 square miles.

In other words, it is quite clear that the exact geographical boundaries of the region are not known, but it may be at least assumed that Dalstroy, which is an organ of the MVD, has complete control of at least the Kolyma region and most likely the northern areas of Chukchi and Koryak. That the MVD under the name of Dalstroy is in control of large tracts of territory is a proven fact, but the territorial limitations of this organization are not clear.

642 3) Administration: The Constitution of the USSR is not formally
625 operative throughout this vast area* (equal to approximately 40% of the United States proper), and the usual authority of regional Soviet agencies does not apply. There are no local Soviets in the territory, nor do elections occur with the exception of those for the Supreme Soviet. However, even in this instance, it is worthy of note that the Kolyma representative in the Soviet of Nationalities is Lieutenant General Nishikov of the MVD, chief of Dalstroy. The widespread area and activities under the Dalstroy administration have resulted in an organization where the economic life of the region is combined with legislative, judicial, administrative, and police functions. In the general structure of governmental authority in the USSR, Dalstroy occupies a unique position; it is beyond all doubt an organ of the MVD, and its official name is "Dalstroy MVD." In the organization of the MVD, Dalstroy comes under the authority of one of the Deputy Ministers.

*[i.e., the Kolyma region of Siberia – Analyst]